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Extra No. IV.



The New Canada.



BY

GEORGE ALEXANDER.

PRICE TWOPENCE.

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THE NEW CANADA.

From Daily Express of March 1st, 1890.

ARTICLE I.

Until a few years ago when Canada was spoken of it meant practically nothing but that eastern and well-populated country of which Montreal, Toronto, Ottawa, and Quebec are the central cities, and Lake Superior the western boundary. Now, to those on this side of the Atlantic the name of Canada is beginning to suggest chiefly the vast new territory which only begins when Lake Superior is crossed, and which reaches to the Pacific. First in this immense country came Manitoba, which for some years was the western *ne plus ultra* of Canadian habitation. Then, as that triumph of modern enterprise, the Canadian Pacific Railway, cut the Queen's highway through the boundless prairie, came rumours of a land of promise between Manitoba and the Rocky Mountains. Vague accounts of fertile soil, well-watered, and saved from the extreme cold of Manitoban winters by the mysterious "chinook" wind, drew a few settlers in advance of the railway to the eastern base of the Rocky Mountains. Soon these reports were verified by the settlers, and then came accounts of an endless wealth of coal along the foot of the mountains, and rumours of gold and silver, and lead in the mountains themselves. Then the country between Manitoba and the Rocky Mountains was christened the North-West Territories, and

divided into the provinces of Alberta at the foot of the mountains, and adjoining the United States, containing 100,000 square miles, Assiniboia (95,000) between Alberta and Manitoba, and Athabasca and Saskatchewan in the north. An enterprising company of Canadian gentlemen, under the presidency of Senator Cochrane, drove a large herd of cattle into the foot hills of the Rocky Mountains in Alberta, from the United States, and became the pioneers of the great ranching industry of Canada. Closely following them, the Canadian Pacific Railway gave daily access from the East; and from that moment, now only half a dozen years ago, the history of the Canadian North-West Territory has been a daily record of the growth and increase of an infant country, discovered in a day, and apparently unsuspected by the outside world of any one of the qualities it has shown.

The province of Alberta, which lies at the eastern base of the Rocky Mountains, has, so far attracted almost all the capital and enterprise from the old country which have come into the Canadian North-West; favoured by the richness of soil, abundance of water and sheltering valleys, which follow its proximity to the mountains, endowed with vast beds of coal, and with the promise of great mineral wealth in the mountains themselves, and, perhaps, above all, blessed with the periodical mild winds of Pacific origin, called the Chinook, there seems to be good reason for the province of Alberta receiving the first place in the attention of settlers and capitalists. At all events, in the earliest infancy of that country when I spent a summer and autumn in riding and driving throughout it, Alberta certainly appeared so much the richest in natural qualities,

that since then I have concentrated upon it nearly the entire of each yearly visit I have paid to the New Canada. The focus of this new district is, of course, in its capital town, and probably a short account of that town by an eye-witness of its first years may be the best guide to a short survey of the entire of that new country. We are so accustomed in this country to take ready-made towns for granted, that we forget they ever had a beginning, and find it hard to imagine what they were like in the early stages; but throughout the west of the American continent, where the surplus capital and labour of the world are seeking a home just now, it is sometimes possible within half a dozen years to see a strong and prosperous town, with every essential of convenience and civilization, substituted for a stretch of vacant prairie or primæval forest. I have had the opportunity of seeing several cases of this kind within the last decade, but to this one above all others of these hardy infant towns my recollection turns most willingly; just as my steps turn there naturally every year, before the Long Vacation dust is one day old on a particular stuff gown and horse-hair wig. This is the town of Calgary, practically the capital of the British North-West—a town barely five years old, with a rapidly increasing population, now about 4,000, with handsome stone banks and hotels, and shops, street after street, where comfortable dwellings are going up, with electric light, telephones, half a dozen churches, a public school, two daily papers, a theatre hall, a town hall, with mayor and corporation complete, sawmills and other manufactories, race track, showyard, a dozen lawyers, and half a dozen doctors, and, above all, with the evidences all around of

daily increase in the business of the town and the development of the country. The climate is the most glorious in its bracing and exhilarating effect that I have ever seen—in summer and autumn hot days with cool nights, and throughout the winter and spring warm winds at frequent intervals, and almost continual sunshine. Calgary lies at the foot of the Rocky Mountains, not two hundred miles north of the United States boundary. It is the centre of the great cattle ranching country which lies along the eastern base of the Rocky Mountains, and which has been called the "Chinook Belt," as it forms a belt about 100 miles in width from the foot of the mountains, which is swept by the warm Pacific wind called the "chinook," whose progress over the mountains is due to causes which for a long time were variously explained, but which certainly endow this belt of country with a winter climate far milder than that which prevails to the South and West, and enable cattle and horses to feed at large all winter, whilst it is a very exceptional year that admits of carriages being taken off their wheels and put on snow runners, or of the use of sleigh which are the invariable winter customs throughout almost all the American and Canadian Continent from the Atlantic to the Rocky Mountains.

It is hard for newcomers to believe that prior to 1884 all the vast country now known as the north west territories of Canada was practically uninhabited and unknown, as railway communication had only reached as far as Manitoba, nearly a thousand miles distant from the Rocky Mountains. In that year, however, the Canadian Pacific Railway had reached the Rocky Mountains, and a daily service of trains had been established, one of the first of which carried one

to Fort Calgary, as it was then called. It consisted in the spring of 1884 of a few wooden shanties, on the opposite side of the river to the present town, besides the fort or barracks of the mounted police, and one little hotel of about four rooms, in the loft of which a row of weird structures of plank and straw contrived a treble or quadruple debt to pay for the benefit of those who did not prefer the less honour and glory of a corner of the floor for their blankets and buffalo robe. Now, two of the Calgary hotels have fifty bedrooms each, one a massive stone building, the other brick, with bathrooms and electric light—But I anticipate. I remember that, when first I saw Calgary, I had seen two or three towns in the Western United States that had become places of importance in a few years from their start, and from curiosity to form an idea how far this place was likely to follow their example I decided to stop a few days and reconnoitre. Those few days became three months devoted to riding through the country around Calgary, and between it and the United States, and to studying the relative resources of the two countries. Those three months had the result that in each of the years since then I have spent some months in the Calgary district at all seasons of the year, and it would be a special disappointment to lose the pleasure of counting for many a year to come upon an annual visit to this capital of the Ranch-land and Mine-land of the British Rocky Mountains.

Now, as I find every day greater interest being taken in this particular country, where already large amounts of English capital are invested, I should like to answer some questions which I am continually being asked by giving a short sketch

of the general character of a town and district which are believed by most or all who have studied them to be fast developing into a centre of the first importance among our colonial possessions. Most of these questions are comprehended in one—What, in Calgary's case, are the reasons of existence and sources of revenue which the capital of a country must possess to become of importance? To give the bare answers first, with an outline of the reasons afterwards, I would reply that the *raison d'être* of the Calgary district is, firstly, pastoral and agricultural; secondly, mineral; thirdly, as a railroad and manufacturing centre; and with each of these separately I will proceed to deal in detail.

From Daily Express of March 6th, 1890.

ARTICLE II.

It has been said that the young district of Alberta and its five-year-old capital, Calgary, have a three-fold reason of existence and claim upon fortune ; firstly, pastoral and agricultural ; secondly, mineral ; thirdly, as a railroad and manufacturing centre.

As to the first of these, Calgary is the natural centre of a vast district with endowments of climate, soil, grass, and water, but most especially climate, which place it among the most favoured countries for raising horses and cattle, and, with certain qualifications, for raising grain and other crops. The position and limits of the district so circumstanced are distinct, as it derives its essential quality from the Chinook wind, which tempers the winter climate of this belt of the North-West to an extent hardly less remarkable than the effect of the Gulf Stream upon the climate of Great Britain. This Chinook wind is a matter so important and so curious that I should rather leave its description to another, and therefore refer to an excellent little article on the subject in the *Illustrated London News* of 2nd March, 1889, which I can endorse by my own experience, and from which I venture to make the following quotation :—"The Chinook is a strong westerly wind, becoming at times almost a gale, which blows from the mountains across the plains. It is extremely dry, and, as compared with the general winter temperature, warm. On the plains about

Calgary, latitude 51 deg. north, snow disappears rapidly under the influence of the warm, dry Chinook. The explanation of the phenomenon is comparatively simple, and leaves us in no doubt as to the reality of the Chinook in connexion with the climate of what will at no distant date, be a very important and thriving district. When the Chinook leaves the Pacific Ocean it is loaded with moisture from the warm waters; as it ascends the Pacific slope of the Rocky Mountains, rain falls in torrents; so that when the summit is reached, the air is not only cold, but also devoid of moisture. This dry, cold air falls rapidly down the eastern slope, and the generation of latent heat warms it to such an extent that, by the time it reaches the base, it is much warmer than when it left the ocean. The districts affected by the Chinook extend from the northern part of Wyoming, and through Montana, into British territory, and for several hundred miles northwards. The States of the Union, however, receive merely the fringe of the magical wind, its full influence being felt chiefly in South Alberta from the International boundary to latitude 55 degs north. This is the famous grazing country, watered by numerous tributaries of the Saskatchewan. Here, thanks to the Chinook, the winter is so surprisingly mild that cattle roam about the prairie without requiring shelter. Cold weather there is undoubtedly. The east wind there, as here, is an unpleasant visitor, and the thermometer falls to 20 degs or even 40 degs below zero, but only for a short period. Then the wind changes to the west, the sky clears, and the temperature rises perhaps 60 degs in a few hours. In some localities, like the Old Man River and Bow River (Calgary is on the Bow River), winter does not arrive till about

Christmas time, and until then the air is so soft, dry, and warm that fires are scarcely needed, and windows may be left open with impunity; and this in a part of the world where until a few short years ago it was thought the greater portion of the year was made up of one continuous winter which an average European could not face! In the two localities mentioned, winter, as such, lasts two months—from the middle of December to the middle of February."

I would add to this that the winter of 1888-1889 was of such extreme mildness that I know many ranchers who rode the range in their shirt-sleeves throughout the winter, except on about a dozen days; but, on the other hand, the winter of 1886-1887 was of extreme severity, and undoubtedly caused considerable loss among the young and very weak cattle. It had, however, the immense advantage of warning stockmen to take ordinary precautions against exceptional winters, with the result that the stock country is now so well provided with enclosures, sheds, and hay for young cattle, that I believe it is safe to say that another such winter as that of 1886 would pass with infinitesimal damage to the stock interest.

The most interesting and valuable recent article which I know on the subject of Canada generally appeared in *Harper's Magazine* for March, 1889, by the well known American writer Mr Charles Dudley Warner. It is called "Comments on Canada," and has been reprinted, together with several equally valuable articles on the Western States of America, the result of a long and most careful tour of inspection by that gentleman—a thoroughly intelligent and well-informed authority—through the Western States

and the Dominion of Canada. On this subject of climate I may, perhaps, be allowed to make a short quotation from the article in question, although the entire article should be carefully read by those interested in any aspect of Canadian affairs. "This decrease of altitude from the United States northern boundary makes Canada a possible nation. The highest altitude attained by the Union Pacific Railroad is 8,240 feet; the highest of the Canadian Pacific is 5,296; and a line of railway still further north can, and, doubtless, some time will, reach the Pacific without any obstruction from the Selkirks and the Rockies. In estimating, therefore, the capacity of Canada for sustaining a large population, we have to remember that the greater portion of it is but little above the sea level; that the climate of the interior is modified by vast bodies of water; that the maximum summer heat of Montreal and Quebec exceeds that of New York; and that there is a vast region east of the Rockies and north of the Canadian Pacific Railway, not only the plains drained by the two branches of the Saskatchewan, but by the Peace River, still further north, which have a fair share of summer weather and winters much milder than are enjoyed in our (*i. e.* the United States) territories further south but higher in altitude. The summers of this vast region are, by all reports, most agreeable—warm days and refreshing nights, with a stimulating atmosphere; winters with little snow, and usually bright and pleasant; occasional falls of the thermometer for two or three days to Arctic temperature, but as certain a recovery to mildness by the Chinook or Pacific winds. It is estimated that the plains of the Saskatchewan—500,000 square miles—are capable of sustaining a population of thirty

millions." The account of the weather during his own journey is interesting in the contrast which it shows between the climate of Eastern Canada and America, and that of the Canadian Rocky Mountain district—"The weather was bad, rainy, and cold in Eastern Canada, as it was all over New England, and as it continued to be through September and October. We passed out of the rain into lovely weather north of Lake Superior; encountered rain again at Winnipeg; but a hundred miles west of these on the prairie we were blessed with as delightful weather as the globe can furnish, which continued all through the remainder of our trip until our return to Montreal on October 12th. The climate just east of the Rocky Mountains was a little warmer than was needed for comfort (at the time Ontario and Quebec had snow), but the air was always pure and exhilarating, and all through the mountains we had the perfection of lovely days. On the Pacific it was still the dry season, though the autumn rains, which continue all winter, with scarcely any snow, were not far off. For mere physical pleasure of living and breathing, I know no atmosphere superior to that we encountered on the rolling lands east of the Rockies." Among the short notices given to a few of the towns of Canada, he has a word or two of Calgary: "We came over a rolling country to Calgary, at an altitude of 3,388 feet, a place of some 3,000 inhabitants, and of the most distinction of any between Brandon and Vancouver (*i.e.*, for 1,350 miles). On the way we passed two stations where natural gas was used, the boring for which was only about 600 feet. The country is underlaid with coal. Calgary is delightfully situated at the junction of the Bow and Elbow rivers,

rapid streams as clear as crystal, on a small plateau, surrounded by low hills and overlooked by the still distant snow peaks. The town has many good shops, several churches, two newspapers, and many fanciful cottages. We drove several miles out on the M'Leod trail, up a lovely valley, with good farms, growing wheat and oats, and the splendid mountains in the distance. "All day was superb, the thermometer marking 70 degrees." I can, of my own experience, confirm the account given of the climate of this district in the foregoing extracts from a most reliable and valuable paper. The town of Calgary, then, is the natural centre of that district, locally known as the Chinook Belt, where the Chinook wind throughout the winter breaks the cold spells and melts the snow by the constant recurrence of its warm currents—a district which, by that fact alone, is placed on entirely different terms in the raising of cattle and horses, as well as in the pleasures of existence, from the vast tracts of country outside the narrow influence of this Gulf-Stream-like wind. A Government report made in the year 1886 by a Dominion land surveyor of great experience, Mr Otto Klotz, contains this passage:—"Calgary is most picturesquely situated in the valley of the Bow River, at the confluence of the Elbow. There are some fine brick and sandstone buildings erected in the town, the stone being quarried on the river bank. There are numerous shops, two sawmills, besides banks, schools, and churches; and from Calgary a great deal of freighting is done for Edmonton and other northern points. The valley is fertile agricultural land, and the adjoining benchlands are covered with nutritious grasses, and well adapted for roots and vegetables and stock-

raising. This circumstance makes Calgary the principal shipping point for cattle. A British Columbia raucher, speaking to us about the merits of this vicinity for cattle, with special reference to the winter, said—"I tell you, if you find a place where it isn't common to have sleighs, that is a pretty good sign for cattle." He has now transferred a part of his herd from British Columbia to the east slope of the mountains, where, moreover, water is more abundant and better. Altogether, Calgary is a very thriving town, and it is questionable whether any other place in the territory has a brighter future before it."

From Daily Express of March 8th, 1890.

ARTICLE III.

The vast district of Western Canada which is bounded on the West by the Rocky Mountains, and on the South by the United States, has proved itself in the last five years to be, for purposes of ranching or raising cattle and horses on a large scale, superior not only to other Canadian districts but even to the great ranching States of Wyoming, Colorado, and Montana. This superiority is owing to the peculiarities of climate already dealt with, to the abundance of water, to the luxuriance and nutritiousness of the natural grasses from the rich nature of the soil, and to the profitable market created by the increase of local demand.

The grass throughout this district is an extraordinary contrast to the ordinary vegetation of the prairie; and within a certain distance from the mountains (which is accurately indicated on the botanical map issued by the Government) grows the "bunch grass" which is celebrated for its nutritious properties. All grasses cure naturally throughout the autumn, and supply during the winter a forage which snow only improves and on which stock thrive and fatten amazingly. As to water, this western tract, lying along the foot-hills of the mountains, is watered by unfailing streams and rivers, and is, moreover, endowed with frequent springs, of which there are some which never freeze in any winter.

During the several years in which I have investigated as well as I could the natural qualities of this country I was assisted by the experience, gained in other colonies, of several of my friends. One in particular, the owner of one of the chief runs in Queensland, and a man of 20 years' experience and success in Australia, accompanied me in my visit of 1885, and spent the summer and autumn of that year in a very close inspection of the country, from the point of view of a cattle-king of our greatest pastoral colony. His opinion was that the climate, save in such winters of rare and exceptional severity as come at long intervals, which are now well guarded against, was a better climate for rearing healthy cattle and horses, and developing them to the utmost, than Queensland, and, excepting a few particular localities, than the rest of Australia. The grass supply of South-Western Alberta he found incomparably better; and in the all-important question of water, my friend, who had just returned from the horrors of a three-years' drought in Queensland, with flocks and herds perishing helplessly for want not of water only, but of grass, never ceased to declare that, even if both climate and grass were many degrees less tempting, he would rather embark capital in a pastoral undertaking in South-west Alberta than in Queensland, on the question of water supply alone; although he did complain of the want of many of the little luxuries and amenities of life in which the comparatively old civilization of Australia had, of course, the advantage over a three-year-old colony.

Throughout the summer and autumn of 1889, a friend who accompanied me from this country, where he is an extensive practical stock-breeder, besides having had a practical experience of

South Africa, formed and retains an opinion of the natural qualities of South-West Alberta, placing it in the same position regarding South Africa as the former authority with regard to Australia, and agreeing in all respects with many other opinions I had heard from practical farmers from England, Ireland, and Scotland, of whose qualifications to speak I knew less, being briefly that it is a country possessing every quality necessary for producing the best of horses and cattle at a minimum of expense. Land can still be had for little or nothing; labour is dear, but rapidly becoming less so; breaking is now done by contract, from 12s 6d an acre downwards; hay, far more nutritious than ours, can be put up, in most localities, for 10s a ton. As an instance of the class of cattle produced, I may take the last lot exported from Alberta to Montreal, of which I have seen the figures, and which, after being driven 180 miles to the train, and rail-d 2,400 miles to Montreal, weighed, on their arrival there, 1,420lb on the average of 500 beasts. The entire expense of conveyance was 10 dollars a head, and the owner refused an offer of 62 dollars at Montreal, and shipped the cattle to England, where Canadian live-stock are being received with growing favour by buyers. It must be remembered that cattle can be imported into Great Britain from Canada alive, whilst cattle from the United States have to be slaughtered on landing.

This fact has an important bearing upon the question of a market for Alberta stock, as already profits have been made during two years by shipping cattle thence to England and Scotland; but the fact is that the local market is at present increasing and likely to increase faster than the beef supply. In

view of the rapid growth of towns, the large number of men which development of railroad work and mining attracts to the district, and the fact that 10,000lb of beef per day are bought for and supplied to the Indians in that locality by the Government (being at the rate of 1½lb per head for 8,000 Indians); a very little additional demand would exhaust the beef supply at the present time, as there are less than 100,000 head in the district, whilst the State on the south, Montana, with capabilities certainly not superior, has no less than one and a half million head of cattle; which gives an idea of the vast possibilities of expansion which exist for the cattle interest in the former country. The immediate consequence of any great increase of the number of cattle would be the establishment of a factory for canning meat, which would dispose of any surplus that might remain after the supply of local demand and the exportation of the picked steers to the East and to Great Britain.

The value in the near future of the pastoral land of the Canadian North-west depends not only on the flood of ordinary immigrants, which is increasing every year, but on the following very important and indisputable fact. In the Western United States the irrational system of free grazing has ruined the pastures and left the herds without feed. Where any man may pasture any number of cattle where he pleases it is no phenomenon that exhausts the supply of feed. Then if a hard winter comes when the cattle depend upon an abundance of well cured hay under the snow to carry them through, the exhaustion of the feed supply simply means the loss of the greater part of the cattle; and a number of examples of this

throughout Wyoming and Montana and the neighbouring states has caused the depression in the ranching business of the United States which is notorious in England, and has driven the owners of cattle to desperate efforts to rid themselves at any price of their herds, and of the constant risk which they entail. All this comes from the want of feed, which can only be supplied by costly irrigation, and which is almost entirely due to the system which prevents the acquiring of land by the owners of the cattle. Across the British line, on the other hand, the land is leased to the cattle-owner, who is bound by the terms of his lease as to the proportion between his cattle and his acres; consequently the pasture in the British country is preserved by a twofold motive, and this, in combination with some superiority of winter climate north of the boundary, makes of the Southern Alberta for the American cattlemen a Naboth's vineyard, around which is dugged the triple trench of a 25 per cent duty and a 90 days' quarantine; and even these extreme obstacles are not enough to prevent entirely the entrance of cattle from the States. In the case of one large Wyoming or Montana company, who drove many thousand head into Alberta in 1886, I remember hearing their foreman say that the cattle had never known what grass was before they struck Alberta; and I have heard many another southern stockman say the same.

The question of horse raising in Alberta has received much attention of a practical kind in the last three years. Horses have been found to do so well in that country, which seems specially calculated by climate as well as by the quality of grass and water to bring them to the highest development with little or no artificial

feeding or shelter, that large companies have been formed quite lately—two or three with Eastern Canadian capital, and others with English capital—for the breeding of horses. One of the latter companies, owned by Leicestershire gentlemen, has imported over 200 mares from Ireland, and a similar number from England, besides a number of thoroughbred stallions. One of the former companies has drawn its supply of several hundred mares, chiefly from the State of Oregon, but has imported thoroughbred stallions from England and Ireland, a well-known Meach sire, Silk Gown, being at present among the founders of the equine future of Western Canada. The raising of horses is proving successful to a remarkable degree.

In a very few years it is fair to conclude, from the high class of stock imported and the large increase obtained, that Alberta will be one of the most important horse markets in the world. It has at present little over 10,000 head, against 200,000 in Montana, its next-door neighbour. I have good authority for saying that a dozen years ago Montana was worse off than Alberta now is, both in quantity and quality of stock, which, upon a comparison of the natural advantages of both countries, gives some food for reflection as to the future of Alberta. In 1882, according to the assessor's return, the cattle in Montana numbered 287,210; in 1888, according to the report of the Governor of Montana, there were 1,500,000. The horses have, in these six years, increased from 67,802 to 200,000; the sheep from 362,776 to 2,000,000.

It is interesting when on this subject to remember the underhorsed condition of the armies, and indeed the countries of Europe, and the many contingencies which might give to this fact an important bearing on the horse-raising industry.

Russia has 16 million horses; Austria $3\frac{1}{2}$ millions; Germany $3\frac{1}{2}$ millions; the United Kingdom 3 millions, of which only 70,000 are available for military use; France $2\frac{1}{2}$ millions; Italy three quarters of a million. And in the last edition of Sidney's "Book of the Horse" I find the conclusion drawn from his view of the situation in these words. "It is to the United States and Canada that this country must in future look for any considerable supply of full-sized well-bred horses." A few years ago I met in Alberta two English officers who had been sent out to purchase remounts for the English army; that was before the present extensive system of horse raising had been started; but even then these gentlemen were able to buy horses suitable for remounts, and to form a highly favourable opinion, which I heard them express, and which I believe appears in their official report, upon the qualifications of the country for horse raising. No further supply has been taken from Alberta for the army, owing to political objections to buying out of this country; but horses since then have left Alberta for other European armies, and in a year or two more the supply available will call very general attention to that source.

As to the agricultural qualities of this district, which cattlemen have in some instances depreciated, I can only say that I have seen year after year good crops of grain, whilst potatoes and other vegetables admittedly reach perfection; and I know dozens of men who a few years ago took homesteads and broke a patch of ground on the savings of their wages, and who are now well-to-do men, with some cattle and horses, a comfortable house and good tillage and barns, and with every prospect, as well as every confidence on their own part, of future prosperity.

I heard in 1888 that a carload of agricultural produce from the Calgary district took the first prize for all Canada at an agricultural show in the East. Summer frosts are the foe which the farmer has to fear in Alberta, but this always seems to me to be the case in quite an equal degree in Manitoba, where in 1885 I saw the wheat crop an almost universal failure from early frost, yet where grain-raising is profitable enough on the whole. Throughout Alberta there are tracts of rich, black loam of great depth which bears surprising crops; and I know gardens of certain ranches which have yielded the most admirable crops of potatoes, cauliflowers, cabbage, peas, beans, and similar vegetables, for years past; and one garden in particular in which of 100 apple trees planted two years ago, every one is flourishing.

For dairying the country seems to have peculiar natural advantages in the coolness of the nights throughout the summer and the abundant supplies of coldest water at all times; and certainly I can say that better butter and better cheese (this of the Wiltshire character) I cannot buy in London than in Calgary; and I am told that both are produced at a price which makes the exportation profitable, and I know that the industry is increasing rapidly.

This part of the subject may be concluded by a few words from a Government report by Dr Dawson:—"The whole of the open country in the foothills is admirably adapted for grazing purposes, the rainfall is ample, and the soil to a considerable depth usually consists of a rich black vegetable mould. Apart from the mineral wealth of the district, and particularly the inexhaustible stores of coal, the resources of the country are mainly pastoral, and there are few regions which can excel, or indeed equal it in that respect."

From Daily Express of March 13th, 1890.

ARTICLE IV.

It is now time to turn from the pastoral and agricultural aspect of the great western district of Canada to its mineral qualities; but of the first I will say before leaving it that it is alone sufficient, apart from and without the aid of either mineral development or further railroading, to carry Alberta in the space of half a dozen years to the position of a strong and prosperous colony, with Calgary its capital, a town of not less than 10,000 inhabitants. But with regard to mineral resources its position is an important one, at the base of the mountains throughout which valuable mineral discoveries are proceeding rapidly and already receiving attention from inquiring capitalists in this country. I was struck by the following remark in the number for June, 1889, of an illustrated magazine called "The West Shore," published on the Pacific coast of America, and speaking of the British North-west: "It is surprising that the capitalists of England do not give this most promising portion of her Majesty's realm the preference when investing their money in mining enterprises, as they undoubtedly will when they become better educated on the subject;" and this would be surprising indeed were it not for the newness of the country, which, as to the mountain part, has only had railway communication for about four years. Even so, it is surprising that English capitalists, for whom no wild-cat scheme in the territories of South African potentates or of South American Republics is too daring or too distant, should never have thought of following into British dominions the mineral deposits which have made

the fortune of the Western United States. The richness of these same mountains in Montana and Colorado is well known, and is not arrested by the 49th parallel of latitude; the change from a republican to a monarchical government does not exhaust the bowels of the earth, although undoubtedly the wide-awake republicans south of the 49th parallel would not have left them unexplored even for the few years during which the British portion has been accessible. Remembering that Montana is the next-door neighbour of Alberta, it is interesting to see from the following extract from an American paper the present position of the former state:—

Montana heads the list of the great gold and silver producing States, which stand thus for 1889:—Montana, 31,726,923 dols; Colorado, 28,074,888 dols; Idaho, 17,844,600 dols. The once champion state of California comes fourth with 12,843,757 dols; then Nevada, 11,908,961 dols; then Utah, Arizona, New Mexico, Dakota. Wealth Montana also produced in 1889 copper to the extent of 105,000,000lb, lead 15,000 tons, bringing the total value of her metal produce up to 42,000,000 dols.

Not a hundred miles south of the boundary, one of the richest gold mines in the world is worked in the State of Montana, solely by English capital, of which no less than a million sterling is represented by this one mine, which has paid royalty for the development. A tenth part of this sum judiciously invested in developing the claims in the British Rocky Mountains and Selkirks would infallibly repeat some of the experiences of Colorado and California in their young days; and now, gradually and slowly, there are signs that the mineral wealth in these mountains is being looked after by capitalists. Between the two ranges, and in the Selkirks particularly, very superficial prospecting has revealed gold in paying quantities, whilst argentiferous galea, carrying a large pro-

portion of silver to lead, is obtainable in enormous quantities throughout both ranges. Four or five enterprising citizens of Calgary are already in course of erecting a smelter in the mountains near Calgary, for a reduction of this class of ore, for which the machinery has been bought in Chicago, and the works will be in full blast before the summer; and I lately met a leading financier of Toronto on his return from this latter district, where a close inspection had resulted in his investing in more than one of the claims lying dormant there, awaiting the touch of the capitalist to kindle them into life; and from more than one banker in the East of Canada I have heard of applications from capitalists, both in England and Eastern Canada and America, who had been attracted by even the faint and meagre accounts which are already spreading from the discoveries of the few and first adventurers.

From what I have myself seen in the course of several journeys through the mountains, and from assays made of ores which I have seen mined, apart from countless atoms of hearsay evidence of varied degrees of credibility, I can find no reason for doubting that the next few years, possibly only two or three years, will see the working of deposits of mineral wealth in the mountains of the British North-West and British Columbia, little, if at all, inferior to the deposits in the same mountains south of the British line which have yielded to the Western United States the splendid riches of recent years. I am able to say from personal knowledge that this is the opinion of the eminent geological surveyors of the Canadian Government, to whom we are indebted for a number of most interesting recent reports on the subject.

Every day new discoveries of ore are being made in the British Rocky Mountains, such as is announced in the following Reuter's telegram of 20th February, 1890:—

"VICTORIA, WEDNESDAY.—A rich vein of silver has been discovered in the Rocky Mountains, near the Glacier House. Miners from the United States are said to be going into the Kootnay district in considerable numbers, attracted by the recent mineral discoveries of a valuable nature in that part of the province."

As to coal, throughout Alberta "the entire country is underlaid with coal." At Lethbridge, about 100 miles south of Calgary, and miles north of the International boundary, an English company, in which the Right Hon W H Smith, M.P., and the Baroness Burdett-Coutts are the leading shareholders, are working on a large scale an inexhaustible supply of excellent coal, and have built a railroad over 100 miles in length to connect their mines with the Canadian Pacific Railway. A continuation of this railroad line from Lethbridge southward across the boundary is now under contract, and will be working in 1890 as far as Fort Benton in Montana, to supply the large smelters of that State with the superior coal of Alberta. Coal is found in many places around Calgary; in fact the banks of almost every large stream reveal seams that, in many cases, are worked by the neighbouring settlers for their domestic use. Of one of these seams the following remarkable figures are given in one of the geological reports I have referred to:—"Taking minimum figures, for the purpose of forming a rough estimate, it is found that the resulting quantity for one mile in width along the line of outcrop is 330 million tons, or, allowing for waste an output of a million tons a year, for 300 years;"

and the same report estimates the land about Lethbridge to hold five and a half million tons of coal per square mile. Iron ores of good quality, chiefly hematite, have been found in the mountains; though these, in common with the other mineral wealth, lie awaiting the development which cannot be long delayed. Another discovery, which in its effects may be of almost as great immediate value to Alberta as its priceless stores of coal, is the presence of natural gas, that extraordinary agent which supersedes coal for both manufacturing and domestic purposes. At two places on the Canadian Pacific Railway, about 100 miles from Calgary, wells dug by the railway company for water to supply their engines, struck natural gas. It is impossible without actual experience, to realize the almost magical effects produced upon a country by this agency; where it has been discovered in the United States, notably in Pennsylvania, Indiana, and Ohio, large towns have sprung up to gain the benefit of ~~this~~ costless fuel, which can be applied to the largest engine-boiler or the smallest kitchen stove. A company has already been incorporated to seek natural gas at Calgary; and I find in a report of the Department of the Interior the following passage on the subject:—

“The existence of two natural gas wells at stations of the Canadian Pacific Railway indicates the probability of large supplies at other points were proper tests made, and appliances provided to utilize it when found. If, for instance, natural gas were obtained at Calgary a manufacturing point would be at once established. In Western Pennsylvania alone, 66 natural gas companies have been organized, and 21 million dollars invested. There are 461 miles of gas mains entering Pittsburgh, and the

revenues now received for supplying gas in that town amount to over two million dollars per annum. A statement of the earnings of one of the natural gas companies there for a period of eight months shows the net earnings of three quarters of a million dollars."

During the summer of 1889, petroleum wells have been discovered in the foothills about 150 miles south-west of Calgary, and occasioned much excitement among the neighbouring residents, who flocked to the place and stalked out claims. If the quality of this oil turns out to be good, it will alone attract much capital and energy to the country.

From Daily Express of March 17th, 1890.

ARTICLE V.

Now as to the future of Alberta and its chief town, Calgary, as a railroad and manufacturing centre. Railroad development throughout Montana, two or three hundred miles south of Calgary, has lately been very active, and a new Trans-Continental line to the Pacific between the Northern Pacific Railway and the international boundary, and only a few miles south of the boundary, is at present in construction; and a line is actually under contract, and will be finished during 1890, connecting the vast railroad system of Montana and its two Trans-Continental lines with the coal mines of the powerful English Company at Lethbridge in Canadian territory, and only about 100 miles from Calgary. There will thus remain only this 100 miles to be built, in order to give Calgary direct connexion with the most active part of the United States, and to link together no less than three Trans-Continental lines. And with regard to the building of this short line there are at present charters granted by Act of Parliament to two separate companies for the purpose. The first of these is called the "Great North-Western." Its charter is to build from Calgary southward to the United States boundary, and northward to Edmonton and the Peace River district; and in consideration of doing this it has obtained from the Government a free grant of 10,000 acres of land for every mile of line built north of Calgary, and 6,800 acres for every mile south. This land grant is of such value that it is generally considered more than sufficient to pay for the entire construction of the line, apart entirely from the

profits of the line, which would be considerable from the first, in view of the quality of the land which it would open for settlement. This charter is vested in gentlemen of whom one or more are English capitalists of the first position, and although certain causes have delayed the construction of this road for almost a year, it is extremely improbable that this delay will be allowed to continue much further. But, in any case, a second charter has been granted to another company, called the "Calgary, Alberta, and Montana Company," represented chiefly by citizens of Calgary, and to them the reversion of the land grant above mentioned has been practically promised by the Government should the former company fail to construct at least 100 miles before the 1st of August, 1890; and that advantage will be promptly taken of this contingency, should it arise, there is no doubt whatever. The position of Calgary in the near future would, therefore, appear as the point of junction between two vast railroad systems, where, on the Canadian Trans-Continental line, which is now the direct route from England to Japan, China, and India, connexion is effected with two American Trans-Continental lines by a road continuing northward to feed the great district of the North Saskatchewan and Peace River. As the distributing point through which supplies from the east and west will reach this latter district, its position is certain; and if the good reports which are now constantly heard as to the value of the Peace River country for stock and agriculture are fulfilled, that source of demand alone would be enough to support a considerable town at the junction with the main line east and west. Leaving out of question, therefore, for the moment,

the development of the minerals in the mountains tributary to Calgary, and the development of the fine country of which it is the natural centre, its prospects appear solid merely as the base of supplies for the almost boundless country lying to the north of the present area of settlements. Of that northern country, too, the mineral reports are in several particulars encouraging, and from conversations which I had during the autumn of 1889 with an experienced Government surveyor who had just returned from a long and careful survey of the Peace River country, I believe the near future will see that district reached by a good class of settlement.

As a manufacturing point, the splendid water power, the cheap and limitless coal, the growing area of demand, and the many natural resources of the neighbourhood of Calgary cannot fail to establish important manufactures in that town. To take one instance. A canning business on the Chicago system would yield splendid returns on a sufficient capital placed with judgment. It may not be easy to believe that in the British North-West, the centre of the cattle-raising industry, the entire quantity of tinned meat, which in a new country forms one of the chief articles of food for a large number of the people, is actually imported over 1,000 miles from Chicago, paying, in addition to the railway freight, an import duty of 25 per cent. Of course this is not to last long, but it is an instance of the opportunities which the infancy of the country offers to enterprise and capital, and which are rapidly being taken advantage of. I have just heard that the similar want of a flour mill in Calgary is about to be supplied by a company under the presidency of a well-known judge of the Supreme Court of Montreal ; and similarly in

rapid succession we shall see a number of these anomalies removed, to the benefit alike of the enterprising promoters and of the town itself and its people.

I have now set down an outline of the reasons which, in the course of six yearly investigations of the Alberta country, have confirmed the belief that ten years more will see that country not only as prosperous as any of the younger districts of Australia, but also a place of Imperial importance in the British colonial system, as the distributing point of the vastest and most varied territory under its flag. I cannot help hoping that the development of this favoured section of a British colony will not be allowed to fall into the hands and pockets of Americans, already looking keenly in that direction. The railroad which next Spring will run from the centre of Montana northward into our territory is in great part the proceeds of American capital; in Calgary itself the largest sawmills are run by a Minneapolis firm; and I believe the electric lighting of the town was of American initiation. Prospectors from Montana and Colorado are extending their search for minerals into the British ranges, and their discoveries will feed American capitalists. Hear an American writer, Eli Perkins, in the "*New York Sun*" of June 1889:—"I have been simply astonished," he tells his New York countrymen, "at the natural wealth along the line of the Canadian Pacific Railway. Though only five years old, it is a self-sustaining road from Winnipeg to Vancouver." Of the country with which I have been dealing he goes on to speak as "the fertile prairies of the Saskatchewan, loaded with wheat and cattle and fanned by the warm chinook wind. Here is a fertile farming country, as level as Illinois, and as black and rich as the alluvial

soil of Iowa. Under all this land is a thick deposit of coal cropping out at a thousand places. At Calgary the coal strikes the Rockies filled with the same rich silver, copper, iron, and gold, that we find lower down at Butte, Helena, and Leadville. At Banff, the Interlaken of America, 80 miles from Calgary, are mines of anthracite as rich as Wilkesbarre and Scranton, and this anthracite is now being supplied to Vancouver, Portland, and San Francisco."

Finally, to any who in the course of the year 1890 can take a holiday of two or three months, and desire a change of scenery and atmosphere, I think I may safely recommend, if for that object only, a trip by the Canadian Pacific line to the Calgary district. As a pick-me-up of a permanent kind to hard worked people I do not think it can be beaten. Indeed, the Deputy-Minister of the Interior, speaking with the closest experience of the entire Dominion, has called it in an official report the "Sanitarium of Canada." His exact words are—"In regard to the grandeur of its scenery and the advantages of its site, the town of Calgary is not surpassed, in my judgment, by any in Canada. With such facilities for drainage and water supply, surrounded with an atmosphere so clear and invigorating, and blessed with such an equitable climate, it bids fair to become the great inland sanitarium of Canada." And not last in the advantages of such a trip will be counted by many a new and personal interest in that most engrossing question to Englishmen—the maintenance and the development of those colonial forces of life and wealth which have made England what she is, and which are increasing in Imperial importance every day.

I cannot end this paper better than by a short

extract from a speech made in September, 1889, by the present Minister of the Interior, Mr Dewdney, who is one of the first living authorities upon the position and resources of the various districts of the Dominion of Canada :—

"I have noticed that in Calgary, the extreme western city of the prairie country, there are evidences of substantial and steady progress not equalled in any other place west of Winnipeg. I am glad to learn, especially from results of last year's and this year's farming operations, that this country, which was once looked upon as a cattle country only, has proved to be equal to any part of the North-West as a grain and dairy country. . . . Having had twenty-five years' experience as an engineer in building roads into the Columbia and Kootenay districts, I feel confident that there is no mining district in any of the Western States equal in wealth to our own mountains. Last year I sent Dr Dawson, head of the Geological Survey, to make a report on this district, and his report was most satisfactory. Ore is now being taken out and tested with the most satisfactory results, and I venture to predict that, within a very short time, there will be 100,000 men employed in these mines, making a great market for Calgary produce. This, with the market there must always be in British Columbia for butter, cheese, and beef, certainly places the Calgary district in a most enviable position. I have no hesitation in saying that in a very few years this district will be as closely settled up with thrifty and prosperous farmers as any part of Canada."

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